

## **MEETING RECORD**

**NAME OF GROUP:** PLANNING COMMISSION

**DATE, TIME AND PLACE OF MEETING:** Wednesday, June 7, 2006, 12:00 p.m., Rm. 113,  
First Floor, County-City Building, 555 S. 10<sup>th</sup> Street,  
Lincoln, Nebraska

**MEMBERS IN ATTENDANCE:** Jon Carlson, Gene Carroll, Michael Cornelius, Dick Esseks, Gerry Krieser, Roger Larson, Mary Strand, Lynn Sunderman and Tommy Taylor.

**OTHERS IN ATTENDANCE:** Scott Cockrill, Mike Brienzo, Roger Ohlrich and Virendra Singh of Public Works and Utilities; Marvin Krout, Kent Morgan, Mike DeKalb, David Cary and Michele Abendroth of the Planning Department; Don Thomas of County Engineering.

**STATED PURPOSE OF MEETING:** Long Range Transportation Plan Text Workshop

The meeting was called to order at 12:03 p.m.

Cary began by stating that several sections of the Comprehensive Plan will be discussed today including Airports and Airfields; County Rural Road System; Pedestrians; and Bicycles and Trails. They will review the proposed changes to each chapter and gather input from the Commissioners.

Cockrill stated that his charge was to update the Airports and Airfields section and the County Road section of the Plan. He met with Jon Large of the Airport Authority concerning the transportation element for the airport and access to, in and around the airport. One of the items they discussed was that the Airport Authority wanted to acknowledge that the airport not only serves Lincoln and Lancaster County but the region as well. Large also expressed a concern for the continuation of protection of air space around the airport as it continues to grow. The Airport West Subarea Plan was approved last year, and the Airport Authority would like to reference that in the Comp Plan, but in the context that portions of the subarea plan 'may' be implemented. Large expressed an interest regarding continued studies especially for the north portion of the airport. The reason for that is because they are implementing the Air Park Rail Center. They are currently selling lots and developing that area. It is an interesting program which works with freight and air.

Esseks asked why the Airport Authority would like to use the word 'may' instead of 'should' since the subarea plan was approved. Cockrill stated that he understands the concern. Strand noted that the Airport Authority was a part of the development of the subarea plan, and if they want to change something in it, they should submit a text change proposal.

Commissioners requested that language in the Airports and Airfields section use the word 'should' and not 'may' when referring to the subarea plan.

Cockrill stated that they have talked about providing a loop road around the airport. Large was not interested in doing that, because he felt the liability of the planes coming in was too great a risk.

Cockrill stated that regarding the airfield portion, staff has added a statement identifying the Federal Aviation Administration as the entity which monitors air facilities.

Strand asked what we are doing to protect the current air strips. Cockrill stated that there is a requirement for protection of air space. DeKalb stated that there are specific provisions to protect private air strips.

In the County Roads section, Cockrill stated that he worked with Doug Pillard of County Engineering regarding changes or additions to the language in the Comp Plan. Pillard felt that no changes or additions were needed. Cockrill noted that the RUTS (Rural to Urban Transition for Streets) program was approved, and they would like that reflected in the Plan. They will not identify which particular roadways will be constructed using the RUTS program. Thomas stated that the RUTS program requires 120 feet of right-of-way and 130 feet at intersections. Larson expressed an interest in the right-of-way acquisition occurring before development. Thomas responded that is the intention and noted that the first RUTS road will be on 98<sup>th</sup> Street from Pine Lake Road to A Street.

Cockrill stated that a map has been distributed reflecting the added roadways for potential future paving.

In terms of the Pedestrian section, Cary stated the pedestrian and bicycle update process began over a year ago with the Pedestrian and Bicycle Advisory Committee. The biggest item is the addition of a section on a multi-use trail system. Another change was to note the adoption of the pedestrian standards. Language was also added to indicate that pedestrian and bicycle facilities should be provided on road and bridge projects. Strand asked staff to define what facilities refers to. Cary stated that it is the actual sidewalk or bicycle lane. Strand stated that she believes it needs to be clarified or stated what the term 'facilities' refers to.

Esseks asked about the section on the repair and maintenance of sidewalks. Cary stated that they added language at the beginning of the pedestrian section to indicate the continued maintenance and rehabilitation of the existing facilities. Esseks suggested the addition of a phrase to indicate that sidewalks should be "maintained in good repair". Cornelius added that it is a safety issue. Esseks stated that it is a neighborhood viability issue as well. Carroll suggested adding a level of service standard to determine the maintenance or repair needs for a particular sidewalk. Esseks agreed with this recommendation. Taylor noted that sidewalks should be safe and feel comfortable. He feels that safety, especially at entrances and exits to the trail system, should be emphasized.

Due to time constraints, the Bicycles and Trails section was not discussed. This section will be discussed at a future meeting.

The meeting concluded at 12:55 p.m.

Respectfully submitted,

Michele Abendroth  
Planning Department

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